

§ 1918.53

29 CFR Ch. XVII (7–1–11 Edition)

(4) When the design of the winch permits, the fall shall be wound on the drum so that the cargo hook rises when the winch control lever is pulled back and lowers when the lever is pushed forward.

(d) *Heel blocks.* (1) When an employee works in the bight formed by the heel block, a preventer at least three-quarters of an inch (1.91 cm) in diameter wire rope shall be securely rigged, or equally effective means shall be taken, to hold the block and fall if the heel block attachments fail. Where physical limitations prohibit the fitting of a wire rope preventer of the required size, two turns of a one-half inch (1.27 cm) diameter wire rope shall be sufficient.

(2) If the heel block is not so rigged as to prevent its falling when not under strain, it shall be secured to prevent alternate raising and dropping of the block. This requirement shall not apply when the heel block is at least 10 feet (3.05 m) above the deck when at its lowest point.

(e) *Coaming rollers.* Portable coaming rollers shall be secured by wire preventers in addition to the regular coaming clamps.

(f) *Cargo hooks.* Cargo hooks shall be as close to the junction of the falls as the assembly permits, but never farther than two feet (.61 m) from it. Exception: This provision shall not apply when the construction of the vessel and the operation in progress are such that fall angles are less than 120 degrees. Overhaul chains shall not be shortened by bolting or knotting.

[62 FR 40202, July 25, 1997, as amended at 65 FR 40944, June 30, 2000]

§ 1918.53 Cargo winches.

(a) Moving parts of winches and other deck machinery shall be guarded.

(b) Winches shall not be used if control levers operate with excessive friction or excessive play.

(c) Double gear winches or other winches equipped with a clutch shall not be used unless a positive means of locking the gear shift is provided.

(d) There shall be no load other than the fall and cargo hook assembly on the winch when changing gears on a two-gear winch.

(e) Any defect or malfunction of winches that could endanger employees shall be reported immediately to the officer in charge of the vessel, and the winch shall not be used until the defect or malfunction is corrected.

(f) Temporary seats and shelters for winch drivers that create a hazard to the winch operator or other employees shall not be used.

(g) Except for short handles on wheel type controls, winch drivers shall not be permitted to use winch control extension levers unless they are provided by either the ship or the employer. Such levers shall be of adequate strength and securely fastened with metal connections at the fulcrum and at the permanent control lever.

(h) Extension control levers that tend to fall due to their own weight shall be counterbalanced.

(i) Winch brakes shall be monitored during use. If winch brakes are unable to hold the load, the winch shall be removed from service.

(j) Winches shall not be used when one or more control points, either hoisting or lowering, are not operating properly. Only authorized personnel shall adjust control systems.

(k) When winches are left unattended, control levers shall be placed in the neutral position and the power shall be shut off or control levers shall be locked at the winch or the operating controls.

§ 1918.54 Rigging gear.

(a) *Guy and preventer placement.* Each guy or preventer shall be placed to prevent it from making contact with any other guy, preventer, or stay.

(b) *Guys.* When alternate positions for securing guys are provided, the guys shall be so placed as to produce a minimum stress and not permit the boom to jackknife.

(c) *Boom placement.* The head of the midship boom shall be spotted no farther outboard of the coaming than is necessary for control of the load.

(d) *Preventers.* (1) Preventers shall be properly secured to suitable fittings other than those to which the guys are secured, and shall be as nearly parallel to the guys as the fittings will permit.

(2) Unless the cleat is also a chock and the hauling part is led through the

chock opening, the leads of preventers to cleats shall be such that the direction of the line pull of the preventer is as parallel as possible to the plane of the surface on which the cleat is mounted.

(3) Guys and associated preventers shall be adjusted to share the load as equally as possible where cargo operations are being conducted by burtoning. Exception: Where guys are designed and intended for trimming purposes only, and the preventer is intended to do the function of the guy, the guy may be left slack.

(e) *Cargo falls.* Cargo falls under load shall not be permitted to chafe on any standing or other running rigging. Exception: Rigging shall not be construed to mean hatch coamings or other similar structural parts of the vessel.

(f) *Bull wire.* (1) Where a bull wire is taken to a winch head for lowering or topping a boom, the bull wire shall be secured to the winch head by shackle or other equally strong method. Securing by fiber rope fastening does not meet this requirement.

(2) When, in lowering or topping a boom, it is not possible to secure the bull wire to the winch head, or when the topping lift itself is taken to the winch head, at least five turns of wire shall be used.

(g) *Trimming and deckloads.* When deck loads extend above the rail and there is less than 12 inches (30.48 cm) horizontal clearance between the edge of the deck load and the inside of the bulwark or rail, a pendant or other alternate device shall be provided to allow trimming of the gear and to prevent employees from going over the side.

[62 FR 40202, July 25, 1997, as amended at 65 FR 40945, June 30, 2000]

§ 1918.55 Cranes (See also § 1918.11).

The following requirements shall apply to the use of cranes forming part of a vessel's permanent equipment.

(a) *Defects.* Cranes with a visible or known defect that affects safe operation shall not be used. Defects shall be reported immediately to the officer in charge of the vessel.

(b) *Operator's station.* (1) Cranes with missing, broken, cracked, scratched, or

dirty glass (or equivalent) that impairs operator visibility shall not be used.

(2) Clothing, tools and equipment shall be stored so as not to interfere with access, operation or the operator's view.

(c) *Cargo operations.* (1) Accessible areas within the swing radius of the body of a revolving crane or within the travel of a shipboard gantry crane shall be physically guarded or other equally effective means shall be taken during operations to prevent an employee from being caught between the body of the crane and any fixed structure, or between parts of the crane. Verbal warnings to employees to avoid the dangerous area do not meet this requirement.

(2) Limit switch bypass systems shall be secured during all cargo operations. Such bypass systems shall not be used except in an emergency or during non-cargo handling operations such as stowing cranes or derricks or performing repairs. Any time a bypass system is used, it shall be done only under the direction of an officer of the vessel.

(3) Under all operating conditions, at least three full turns of rope shall remain on ungrooved drums, and two full turns on grooved drums.

(4) Crane brakes shall be monitored during use. If crane brakes are unable to hold the load, the crane shall not be used.

(5) Cranes shall not be used if control levers operate with excessive friction or excessive play.

(6) When cranes are equipped with power down capability, there shall be no free fall of the gear when a load is attached.

(7) When two or more cranes hoist a load in unison, a designated person shall direct the operation and instruct personnel in positioning, rigging of the gear and movements to be made.

(d) *Unattended cranes.* When cranes are left unattended between work periods, § 1918.66(b) (4)(i) through (v) shall apply.